International Civil Aviation Organization
South American Regional Office
Third Multilateral Meeting of the SAM Region for the Transition of AIS to AIM (SAM/AIM/3)
Lima, Peru, 12 to 16 March 2012

Agenda Item 4: Other Business

Technology needs

(Presented by the Secretariat)

Summary

These working papers analyzes the needs of technology support for the implementation of the new AIM requirements and invite the meeting to develop a minimum list to guide States in their investments.

References:

- ICAO Global Air Traffic Management Operational Concept (Doc 9854)
- ICAO ROAD MAP for the transition from AIS to AIM

ICAO Strategic Objectives:	***A. Safety*** ***C. Environmental Protection and Sustainable Development of Air Transport***

1 Background

1.1 In recognising that aeronautical information is an integral part of future ATM, ICAO has taken steps to define the role of AIM in the future. ICAO Global Air Traffic Management Operational Concept (Doc 9854) defines the role of AIM as providing accredited, timely, quality-assured information necessary to support flight operations.

2 Discussion

2.1 As a result of a focus on ATM needs, the AIM needs to provide new aeronautical services provided that expands upon the traditional AIS safety information. These new AIM services include information services that support aviation system efficiency, capacity, and environment performance requirements.

2.2 Like other industries, the Air Traffic Management (ATM) business is being challenged to evolve in the face of increased globalization and competition, rising aviation demand and increasing environmental awareness. ANSPs have responded to these pressures by increasing the use of technology and they increasingly rely on information to derive ATM benefits.

2.3 The increased use of information is leading to a paradigm shift in the way ATM views the role of aeronautical information; ANSPs and aircraft operators need a real-time common operating picture of aeronautical information that can be exchanged and shared to ensure efficient use of the aviation system.

2.4 The AIM must handle aeronautical and meteorological, flight planning, airspace configuration and ATM/CNS systems status (planned and real time) data in a structured way. The full benefit of the AIM system can only be realized when the correct information, in the correct format, is made available to all system users at the right time. To achieve this, the processing of aeronautical information must be managed and coordinated throughout the whole process under strict control procedures, ensuring quality from origination to publication.

2.5 During the complex transition to AIM, industry, regulators, manufacturers, service providers and other organizations will need to work together to achieve the best results. In this connection a description of a minimum technology support is needed to be described to guide States at the time to make their investments.

3. Suggested action

3.1 Based on the foregoing, the Meeting is invited to develop in an Ad-Hoc group a minimun list of technology support needed to accomplish the new management requirements of the AIM implementation. It is recommended that each State describe their needs in the AIS and MAP area, also.

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